



**Frank Brenner** has worked in Air Traffic Management for his entire career. He has been Director General of EUROCONTROL since 1 January 2013.

Since taking up his functions at EUROCONTROL, he has initiated the development of a Vision and Strategy, including the development of Centralised Services as part of the SESAR deployment concentrating on how to support controllers with new technology increasing safety.

Before joining EUROCONTROL, Frank Brenner was General Manager Operations for FABEC, Vice Chairman of EUROCONTROL's Performance Review Commission and a member of the Performance Review Body. Trained as an air traffic controller, he has held a number of posts at DFS including Head of ATM Operations, Director of Operations at the Business Unit for Aeronautical Data Management and Director of DFS's Control Centre Business Unit.

Dear Reader,

Traffic in Europe is starting to grow again. 2014 is showing a clear increase in aircraft movements and the latest forecasts are for growth of about 2.5% per annum over the next seven years. This trend is forecast to continue over the longer term, even if growth will be at a slower rate than we saw before the economic crisis.

However, a major constraining factor is the availability of airports and, in particular, runways. The planning and financing issues are well known; the result is that, by 2035, we can expect to see about a dozen airports running at or close to capacity for much of the day, something we only really experience today at Heathrow. This has many implications but an important one is that it has provided a real impetus to all the work on how to make best use of the existing infrastructure – on how to improve runway throughput.

Arrivals management has been a topic for many years but we are now also looking at performance based navigation (PBN), Point Merge and more accurate wake vortex separation. This comes at the same time as a much greater focus on performance, in particular on cost-efficiency. This focus is certainly needed for ATM and of course it has been a constant factor for both airlines and airports for several years.

However, what all this means is that there is real pressure on the airports and on ATM to improve performance and, in particular, to maximise runway throughput. That is why runway safety is so important and is likely to become even more critical.

EUROCONTROL is in a unique position. We do not regulate but rather we work with all the players in European aviation to help improve performance including, of course, safety. A major part of this is our role as Network Manager – a role in which we are working ever more closely with airports. Perhaps less well known is our work on coordinating Europe's input into ICAO and the Global Air Navigation Plan, our work on developing continuous descent operations and our work on the re-categorisation of aircraft for the purpose of wake vortex separation.

All this is extremely useful when considering runway safety – something we see as a very clear priority on which action needs to be taken. That is why we have developed, with our partners, the runway excursions and runway incursions action plans. That is why we provide training on safety management at airports. That is why we have organised seminars and workshops on runway safety. That is why we have provided input into ICAO's work on this topic. That is also why we are dedicating this issue of HindSight to this topic. S

